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THURSDAY, DECEMBER 12, 1907.

四拜禮

號二十月二十年三十三緒光

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,550,000

Branches and Agencies.

TOKIO.
Kobe.
OSAKA.
NAGASAKI.
LONDON.
LYONS.
NEW YORK.
SAN FRANCISCO.
HONOLULU.
HANKOW.
SHANGHAI.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
TAKAO TAKAMICHI,
Manager.

Hongkong, 31st October, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000
RESERVE FUND " 25,000,000
" 25,000,000
" 25,000,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.
BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:
Koenigliche Staatsbank (Preussische
Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne, Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg
Sal. Oppenheim Jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank,
Muenchen.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [21]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)
ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L. 3,750,000).
RESERVE FUND FL. 5,378,375
(about L. 448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cheribon,
Tegal, Pecalongan, Pasoeroean, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota
Radja (Achene), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Siam, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, etc.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
Letters of Credit on its Branches and corre-
spondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily
balances.

Fixed Deposits 12 months 4% per annum.
Do. 6 do. 3% do.
Do. 3 do. 2% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 18th November, 1907. [20]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUNDS—
Sterling \$1,000,000 at 2/6 = \$10,000,000
Silver \$11,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.
Hon. Mr. Henry Keswick, Deputy Chairman

A. Fuchs, Esq. E. Shellen, Esq.
R. Goets, Esq. R. Shewan, Esq.
A. Haupt, Esq. H. A. W. Slade, Esq.
C. R. Lenmann, Esq. H. E. Tomkins, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH,
MANAGER.
Shanghai—H. E. K. HUNTER.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

On Fixed Deposits:
For 12 months, 4% per cent. per annum.
For 6 months, 3% per cent. per annum.
For 3 months, 2% per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [22]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £ 800,000
Shortly to be increased to £ 1,200,000

RESERVE FUND £ 1,075,000
Shortly to be increased to £ 1,475,000

RESERVE LIABILITY OF PROPRIETORS £ 800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3% " "
" 3 " 2% " "

JOHN ARMSTRONG,
Manager.

Hongkong, 15th May, 1907. [23]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)
ESTABLISHED 1863.

Authorized Capital, FL. 15,000,000 (L. 1,250,000).
Subscribed Capital, FL. 10,000,000 (Paid-up).
Reserve Fund FL. 2,112,570.36 (L. 176,048).

Head Office—AMSTERDAM.

Sub-Office—THE HAGUE.

Head Agency—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Sama-
rang, Indramajoe, Bandoeeng and Welte-
vreeden.

CORRESPONDENTS:—At Cheribon, Tegal, Peca-
longan, Macassar, Pontianak, Padang,
Medan, Penang, Rangoon, Calcutta, Bom-
bay, Madras, Colombo, Karachi, Djeddah,
Bangkok, Saigon, Shanghai, etc.

BANKERS:
London: The Williams Deacons Bank, Ltd.
Paris: Comptoir National d'Escompte de Paris.
Berlin: Deutsche Bank.
Brussels: Banque de Paris et des Pays Bas.
Vienna: Union Bank.
Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives for
collection Bills of Exchange, issues
Letters of Credit payable in all important places
of the world and transacts every description of
Banking and Exchange business.

On Current Account at the rate of 2% per
annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.
" 6 " 3% " "
" 3 " 2% " "

J. BOETJE,
Manager.

16, Des Voeux Road Central. [19]

Notice of Firm.

INTERNATIONAL SLEEPING CAR
and
EXPRESS TRAINS Co.

(THE
GREAT TRANS-SIBERIAN ROUTE
TO EUROPE.)

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates of
passage, etc., in connection with above.

SHEWAN, TOMES & Co.
Agents.

Hongkong, 31st July, 1907. [20]

Ships.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	DELHI	About 19th Dec.	Freight and Passage.
LONDON, &c., via usual Ports	MALTA	14th Dec.	On Special Advertisement.
ANTWERP	Capt. D. C. Gregor, R.N.	Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE & SUMBA	Capt. G. M. Montford, R.N.	About 22nd Dec.	Freight and Passage.

For Further Particulars, apply to
R. A. HEWITT, Superintendent.

Hongkong, 10th December, 1907. [2]

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF

COAL VASES

IN
Brass, Iron, and Copper.

BRASS & IRON CURB SUITES.

FIRE IRONS. FIRE BRASSES.
COAL VASE TONGS.
FIRE SCREENS. FIRE GUARDS.

LANE, CRAWFORD & CO. [5]

GUINNESS'S STOUT

AND

BASS PALE ALE.

"HORSEHEAD" BRAND.

IN QUARTS, PINTS, AND SPLITS.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

Hongkong, 2nd December, 1907. [13]

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 15th Dec. m. or.

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Meals and Refreshments supplied on board.

Saloon, Return Fare \$4.00

" " on the following day 5.00

" Single " 2.00

Popular Excursion Rates as above.

Children under 12 years Half-Price.

NO CHITS will be accepted, and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the returning steamer from Macao.

W. E. CLARKE,
Secretary.

Hongkong, 9th December, 1907. [6]

Intimations.

One of the most prominent Medical men of
China said:

"Where Bear Brand Milk is
Known, the public will
have no further com-
plaint as to their milk
supply."

For Sale at

LANE, CRAWFORD & CO.,
THE MUTUAL STORES,
and all its BRANCHES.

A. S. WATSON & CO., LD.,
and the Agents—

F. BLACKHEAD & Co.

Hongkong, 2nd October, 1907. [19]



THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,

2, PEDDER STREET, MADAME FLINT, MANAGERS.

JUST RECEIVED.

A Large Assortment of EVENING GOWNS
from \$60.

Also Furs, Feather Boas, Trimmings, &c. [19]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout American).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents. [145]

Hotels.

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,
Manager. [16]

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN).

SHAMEN, CANTON,

ON THE BRITISH CONCESSION.

H. HAYNES,
Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).

MACAO, CHINA,

IN THE CENTRE OF THE PRAIA GRANDE.

Capt. T. AUSTIN,
Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

WM. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 78.

For Terms, &c., apply to the

MANAGER.

Hongkong, 12th July, 1900. [14]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN," 2,500 tons, Captain B. D. Jones.
 "POWAN," 2,500 tons, Captain H. I. Black.
 "KINSHAN," 2,500 tons, Captain C. V. Lloyd.
 "HEUNGSHAN," 2,500 tons, Captain B. Branch.
 "R. D. Thomas."

Commencing from Saturday, the 7th December, the following will be the Order of Sailing the Canton steamers until further notice.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 and 11 P.M.
 On Saturday..... 2 day steamers leaving Hongkong at 8 and 9 A.M.
 On Sunday and Tuesday..... 2 night " " " " 11 P.M.
 On Monday..... " " " " 10 and 11 P.M.
 On Wednesday..... " " " " 10 P.M.
 On Thursday..... " " " " 10 P.M.
 On Friday..... " " " " 10 P.M.

Departures from CANTON to HONGKONG daily at 8 A.M., 1 P.M. and 5 P.M. (Sunday excepted).
 S.S. "KINSHAN" will use the Wharf near the Central Market, other steamers will use the Coy's Wharf.
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 10 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday at 5 P.M.
 ALL PAYMENTS MUST BE MADE IN CASH.
 CHITS CANNOT BE ACCEPTED.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-TAI," 1,650 tons, Captain W. A. Valentine.
 "SUI-TAI," 1,650 tons, Captain G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 3 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,800 tons, Captain S. Bell Smith.
 "NANNING," 1,800 tons, Captain Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. Hotel Mansions, (First Floor), opposite the Hongkong Hotel, Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th December, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to— BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH STEAMSHIP COMPANIES.

Hongkong, 2nd November, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO. BARRETTO & CO.

General Agents.

Hongkong, 22nd October, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. K. Pasquet & Co. For further particulars, please apply to—

BARRETTO & CO., Agents.

Hongkong, 5th April, 1907.

Hotel.

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-class Hotel in Kowloon. Most Charming and Popular Resort in the Colony. Electric Lights, Fans and Call Bells. Bath Rooms attached to each Room.

Telegraphic Address: "CHEF" HONGKONG. Telephone No. K4.

Unrivalled for Comfort and Cuisine. Thoroughly Up to Date with Every Modern Luxury. Billiards and Bowling Alloys. Moderate Terms and No Extras. Modern Management.

O. E. OWEN, Proprietor. Telephone No. 376.

Information.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating Derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work will be found to compare favourably with that of any port in the world.

Telephone: Nos. 379, 406, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Messrs. Bents, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	TUESDAY, 9 A.M., 17th Dec., 1907.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ REGENT LUITPOLD" Capt. H. Kirchner	WEDNESDAY, Noon, 18th Dec., 1907.
SHANGHAI, NAGASAKI, HIOGO and YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	About WEDNESDAY, 18th Dec., 1907.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. M. Nielsen	THURSDAY, 5 P.M., 2nd Jan., 1908.
EXTRA STEAMER.		
EUROPE VIA PORTS OF CALL	"SACHSEN" Capt. Woltemas	About WEDNESDAY, 25th Dec., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 12th December, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJILIWONG	JAPAN	Second half Dec.	JAVA PORTS	Second half Dec.
TJIPANAS	JAVA	Second half Dec.	JAVA PORTS	First half Jan.
TJIMAH	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIBODAS	JAVA	First half Jan.	JAPAN	First half Jan.
TJIKINI	JAPAN	First half Jan.	JAVA PORTS	Second half Jan.
TJILATJAP	JAPAN	Second half Jan.	JAVA PORTS	Second half Jan.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor.

Hongkong, 10th December, 1907.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILLAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. CHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

35, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1907.

CHINA'S NEED OF EDUCATION.

What grand opportunities China holds out to her foreign-educated youth! In every field of human endeavour there is room for all. There is no crowding in the professions. Take civil engineering, for instance. There are twenty-two provinces with Mongolia and Tibet, larger in extent of territory than the whole of Europe or the United States, to be covered with a network of steel. Thousands of engineers are needed to build all the railroads required to meet the present demands. The rapid introduction of foreign machinery for the internal improvement and development of the country creates an unlimited demand for mechanical, mining and electrical engineers. The mining resources of China have hardly been touched. The various industries are being constantly reorganized on a modern basis. China also needs teachers. The old system of education has been found wanting, and a new system has been instituted. The results, I must say, have not been altogether satisfactory, for the men who are competent to carry out educational reforms in China are very few in number. China has suffered from nothing so much during the last fifty years as from want of men well equipped to conduct the foreign relations of a great country. To be respected by other nations she must be represented in her relations with them by men who can command respect at home and abroad. Hence the diplomatic and consular service is an inviting field for young men with a foreign education. Chinese Charge d'Affaires at Washington in *Leitner's Weekly*.

LITTLE BITS OF SCIENCE.

A normal man breathes 20-25 times in the course of one day.

In a census of the world the percentage of blind persons is sixty-four to every 1,000,000.

Every inch of the human skin contains 8,500 perspiration pores.

The female brain begins to lose weight at the age of 30, but that of the male not until ten years later.

On the average the coolest of the day is at 5 o'clock in the morning.

The warmest hour of the day is 3 o'clock in the morning.

The life of a North Atlantic iceberg is often 200 years.

A light of one candle power is plainly visible at one mile; and one of three candle power at two miles.

The wreck record of the Baltic sea is greater than that of any other part of the world. The average is one a day throughout the year.

The efficiency of the human heart is greater than that of any piece of machinery, taking into consideration the size. It pumps nearly eight tons of blood daily—Texas Quarterly.

PRONUNCIATION OF "PAGEANT."

Instead of trusting to casual observers, it is far better to understand the principles that govern our pronunciation. There is one principle in particular which, rightly considered, gives us a great deal of help in the instance under consideration.

In my "Primer of English Etymology" I give some simple rules of accentuation. Rule 1 is as follows:

"When the length of a word is augmented, an original long vowel is apt to be shortened by the accentual stress falling upon it." Such augmentation is due to the formation of a derivative.

In easy example is seen in the case of cone, pronounced with a long 'e'. For if we form a derivative by adding the suffix 'ic', the result is cone, with a short 'e'.

There is a general principle that affects the whole language, and sets up a standard habit. By way of illustration, compare bile with bilious, crime with criminal, brake with bracken, dine and dinner, mine and mineral, coal and collier, and perhaps at least seventy more. A remarkable instance is seen in collic, which is merely a new pronunciation of conly; certain dogs were once called conly-dogs, because of their coal black markings. An extension of the same principle may be made in comparing the dissyllabic form agent, as consonant with the dissyllabic form agent, as consonant.

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For Sale.

O. C. MOOSA,

1 & 3, D'ARQUILLAR STREET.

FURS! FURS! FURS!

VARIOUS SHAPES AND COLOURS.

DRESS FABRIC

IN NEWEST PATTERNS.

SERGES.

TWEEDS.

VOILES.

LADIES' & CHILDREN'S

UNDERCLOTHING, HOSIERY,

GLOVES.

NOVELTIES IN SEQUIN AND LACE

ROBES.

Samples on application. Court port orders carefully executed. Hongkong, 2nd December, 1907. [1049]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'ARQUILLAR STREET,

HONGKONG.

Hongkong, 3rd September, 1907. [1000]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW,

the 13th December, 1907, at 11 A.M., at their Sales Rooms, 12, 13, and 14, Queen's Road, corner of Ice House Street,

A QUANTITY OF MISCELLANEOUS GOODS, Comprising—

SHOOTING BOOTS, MACINTOSHES, HATS, NEW SUITS OF CLOTHES, TELESCOPES, MICROSCOPES, BELL HE

The C. P. R. Co's ex. *Empire* arrived at Nagasaki at 6 p.m. on 14th inst. and left again at 4 a.m. Thursday for Kobe, where she is due to arrive at 9 a.m. on 17th.

Telegrams

HONGKONG TELEGRAPH SERVICE

KWANGSI BANDITS DEFEATED

GALLANT FIGHTING OF IMPERIAL TROOPS.

THREE FORTRESSES RE-TAKEN.

(From Our Own Correspondent.)

Shamoen, 11th December, 8.15 p.m.

Three of the four fortresses at Chun Nam-Kwan, which were captured by the Kwangsi bandits some days ago, have at last been re-taken by the Government troops under Colonel Luk.

The fortresses were stormed with great gallantry by the Imperial forces, against a desperate resistance which was offered by the bandits.

After two days' and nights' hard fighting, in the course of which severe losses were experienced on both sides, the brigands were completely overpowered, and surrendered on the 8th inst.

The number of the casualties has not yet been ascertained.

(Reuter's.)

The Commander-in-Chief, China.

London, 10th December.

Rear-Admiral Hon. Sir Hedworth Lamont, C.B., K.C.V.O., has been appointed Commander-in-Chief of the China Station.

The Fifth Lancers.

The decision of the Army Council finds Major A. V. L. Wood, I.S.O., by 19 to 11 inefficient as a regimental officer, and his retention in the service not in the interests of the Army.

The reports of his superiors are unbiased though abrupt, and in some instances unnecessarily strongly worded.

Later.

Railway Appointment.

Mr. Steel, of the Caledonian Railway Company, has been appointed Assistant Traffic Manager of the Imperial Railways in China.

The P. and O. Meeting

At the meeting of the Peninsular and Oriental Steam Navigation Company, Sir Thomas Sutherland said that the whole of the Company's inter-colonial trade between Bombay and Japan, had, for the present, been wiped out by Japanese competitors. He imagined that the Japanese companies were being forced by the Government to increase their sailings from Bombay, and was of the opinion that the present increase in competition was hardly fair in view of the fact that, during the war, the P. and O. Company carried the whole of that trade for the benefit of Japanese manufacturing interests. Seemingly the soul of the people which had lain dormant for centuries had suddenly awakened into almost supernatural activity.

COOLIES' SAD ACCIDENT.

HIS FOLLY COST HIM A LEG.

A most unfortunate accident occurred on the Hongkong, Canton and Mian Steamboat Company's wharf at two o'clock yesterday afternoon, as the result of which a coolie, whose name was not obtained by the police, owing to the fact that he was removed to hospital by his friends, lost a leg. According to the story related by eye-witnesses to Inspector Warnock, it would appear that about 7.40 o'clock yesterday afternoon the steamer *Fat-shan* reached port from Canton. As she was making fast to the wharf a number of coolies, as usual, in their hurry to get on board before the ship was made fast, jumped aboard and landed safely on the lower deck. One coolie, who was very successful, he jumped but only one leg reached the deck, the other—right side, got caught between the wharf and the still moving vessel and was cut clean off as far as the top of the calf. His friends on the wharf realised the coolie's excruciating agony brought him ashore, but by this time he was in an unconscious condition. He was removed to the Tung Wah Hospital for treatment.

COMMERCIAL PREDOMINANCE IN THE FAR EAST.

SOME STARTLING FIGURES ABOUT HONGKONG.

The *Shanghai West-Asian Gazette* publishes some remarkable statistics showing how German trade is expanding in all directions in the Far East. This is particularly the case in Hongkong, where 170 leading commercial positions are held by Germans. Five out of the ten directors of the Hongkong and Shanghai Banking Corporation, including the president, are Germans, and thirty German firms have formed a co-operative alliance. The business done by these firms exceeds that done by all the British firms in Hongkong.

WEST RIVER PATROL.

COMMODORE LI AND BRITISH COMMANDER TO CONFER.

ANOTHER JUNK PIRATED.

(From Our Own Correspondent.)

Canton, 11th December.

This morning, Commodore Li Chua will receive the Commander of H.V.S. *Cadmus* and confer with him on matters pertaining to the West River patrol service.

ANOTHER MEETING.

The Self-government League, seeing that up to the present there are no signs of the British Fleet leaving the waters of the West River, has issued a circular calling a meeting for the 14th instant, to discuss matters in connection with proposed further protests to the authorities at CHINAMAN'S SUGGESTIONS.

A Mr. To has suggested in a letter to the Press to take active step immediately. It is necessary, he contended, for the people of the two Kwang provinces to be united in strength, and to purchase, by funds raised among themselves, five patrol cruisers, with a speed of eighteen knots and well furnished with seamen and ammunition. These cruisers, he suggests, should be stationed at allotted sections along the river, and should continually cruise both by day and night. In this way it is expected that in cases of piracy or robbery the launches will always be ready to pursue the marauders. Funds for the purpose should be raised by merchants and others, and a certain sum of money should be appropriated annually from the Customs and the Likin revenues to maintain these cruisers. If the above suggestions be carried out with success, the writer observes, the West River mercantile launches will be left in a peaceful state and then foreigners will have no further cause for interfering with the internal government of the province.

JUNK PIRATED.

A junk (owner named) Lum Sun-man, has informed the Magistrate of Nanhai that his junk was pirated, on the 8th instant, whilst passing a place called Wangsha, in the district of Nanhai, by pirates who boarded the junk as passengers, besides others who arrived by land by pre-arrangement. All goods and cargo carried by the junk were taken away.

CHINESE PROCESSION.

THE STATEMENT OF ACCOUNTS.

The following are the accounts in connection with the recent Chinese processions in Hongkong:

Chinese Procession (Committee Section).	
To Subscription	\$29,354.95
" Premium on Bank notes	32.75
" Interest	28.99
	\$29,416.69

By Expenses	\$16,705.59
" Subscription Alice Memorial Hospital	4,000.00
" Subscription Ya Mi Ti Hospital	4,000.00
" Public Dispensaries	471.10
	\$9,416.69

HO KONG TONG.
Hon. Treasurer.

A UNIQUE VOYAGE.

DISABLED "NORRINA" LED TO SHANGHAI.

The N. C. D. *two* of the 7th inst. says:—The Shanghai Tug and Lighter Company's tug *Victoria* returned here yesterday afternoon after a unique voyage to Vladivostok. The *Victoria* under the command of Mr. B. Finh, the company's superintendent, left Shanghai on the afternoon of the 16th ultimo. Captain Olio, of the *Alexandra*, was also on board. A strong northerly gale was experienced during the voyage to Nagasaki. There the *Victoria* remained for two days, leaving for Vladivostok on November 21. She made Asakof Island a north-westerly gale and snowstorm on November 21, and entered Vladivostok the following day. The *Norrina*, a vessel of about 1,800 tons net, originally a Norwegian vessel, but now under Korean flag, was awaiting her arrival. The *Norrina* went ashore about three months ago 600 miles north of Vladivostok. It was fourteen days before she was refloated, with a broken stern-post, no rudder, and only one blade of her propeller left. After a stay of two days at Vladivostok the *Victoria* with the *Norrina* in tow left for Shanghai, at noon on November 26. One hundred fathoms of ten-inch hawser, and twenty fathoms of the *Norrina's* anchor chain were used for towing her. The *Victoria* and her tow put into Fusan, owing to a strong northerly gale and want of coal, at 9.30 p.m. on the 24th ultimo. For twelve hours during the voyage between Vladivostok and Fusan those on board the *Victoria* were unable to see the *Norrina*, owing to a snowstorm, and communication was kept up by whistle. Leaving Fusan on the 1st instant the *Victoria* headed straight for Shanghai, arriving outside the Bell Buoy at noon on the 4th. Here an unfortunate accident happened, while the *Norrina* was coming to anchor. The tow rope fouled the *Victoria's* propeller, and Mr. Finh had to dive in the icy cold water to cut it loose. The *Norrina* was brought up river by the *Victoria* and the *Samao* yesterday, was towed up to the upper limits and then turned round and laid alongside Tungkong wharf at 4 p.m. The *Victoria's* best day's run with her tow was 23 miles, some days owing to the bad weather only 140 miles were made. We believe this is the longest and most difficult tow ever undertaken by a local tugboat company, and the owners, and those in charge of the *Victoria*, deserve every credit for the successful accomplishment of the long mission.

DEATH OF MR. PFOUNDERS.

A WELL-KNOWN KOBE RESIDENT.

The *Japan Chronicle*, of 3rd inst., says:—The death occurred early yesterday morning, at his residence, 79 Kitancho, 8-chome, Kobe, of Mr. C. J. W. Pfounders, popularly known as Captain Pfounders, from heart disease, at the advanced age of 87 years. Mr. Pfounders had suffered from chronic asthma, and had been ailing more or less for the past two years, but as recently as last week he was seen down in the Settlement. A few days ago, however, his health became worse, and he finally sank, expiring at 1.53 a.m. yesterday morning. We understand that arrangements for the funeral are not yet completed, but the remains will—in accordance with the wish of the deceased—be cremated.

Mr. Pfounders was born at New Ross, County Wexford, Ireland, in 1820, and went to sea at an early age. From 1854 to 1859 he was on a British man-of-war in Australian waters, after which he served some time under the Siamese flag. In 1863 he came to Japan, and was engaged as military instructor to the Wakayama class. From the following year to 1866 he was employed at the British Consulate at Nagasaki as constable, afterwards going to the British legation at Tokio, where Sir Henry Parkes was then Minister. Later on Mr. Pfounders became connected with the Japan Mail Steamship Company, and was superintendent of the mail and transport service. He then went back to England, where he obtained a subordinate position at the Admiralty Office in London, and engaged in lecturing on Japan also on political topics. Returning after some years to Japan, he resided in Kyoto for some time, where he entered a monastery and was inducted into the priesthood. About ten years ago Mr. Pfounders came to Kobe, and had resided here ever since, being an unfailing attendant at public meetings and appearing at as many public functions as possible. He has frequently been engaged as interpreter at the Courts, more particularly in marine cases. Mr. Pfounders has written many articles and pamphlets, and read Japanese with considerable ease. From his long residence in Japan and his wide reading he had an exact knowledge of the country, but he was without the power of clear exposition, and it is to be feared that the knowledge which he so painfully acquired dies with him. So far as we are aware, Mr. Pfounders had no close relatives and lived quite alone. His death removes one more link of the present generation with the "early days."

BRITISH AND CHINESE CORPORATION.

The annual general meeting of the British and Chinese Corporation was held on 11th ult., at the Cannon-street Hotel, Mr. W. Keswick, M.P., presiding.

The Chairman, in moving the adoption of the report and accounts, stated that of the two railway loans issued by the Corporation during the year under review, £6,500,000 and £1,500,000 respectively, the former was part of the Shanghai-Nanking Railway loan, of which £1,500,000 had already been issued. Three-fourths of the line, or 150 miles, was now open for traffic, and the construction of the remaining 50 miles, including the one tunnel on the line, was well advanced. The railway was one of the highest types of construction and equipment, and had, indeed, provoked criticism, as being unnecessarily good; but the consulting engineer, Sir John Wolfe Barry, and Mr. A. J. Barry, assured that the policy adopted, on their recommendation, would be found the cheapest, and that the railway would prove to be a valuable asset of the Chinese Government. The Chinese themselves proposed to finish the railway, and although the company would naturally prefer to complete the financing of the railway, they recognised that the Chinese, by the loan agreement, reserved a right to do so. Should however the Chinese decide otherwise, the Corporation would, of course, be ready to meet them and issue bonds for the amount still required to complete the line. The £1,500,000 loan was for the Canton-Kowloon Railway, for which, in the Corporation's report, they carry out their engagements, they made the preliminary survey as far back as 1897. The final survey and other arrangements for construction were now being proceeded with. As to the Soochow-Hangchow-Ningpo Railway, the terms of the agreement having been practically settled with the Chinese Government, some Imperial difficulty of a provincial character had been raised which had delayed the actual signature of the agreement. Proceeding, he said that they were endeavouring to accommodate themselves to the progressive movement taking place in China, as they recognised and sympathized with the natural and legitimate aspirations of the Chinese to take an active part in railway and other enterprise in their own country. The position reached in regard to the Nanpiao coal concession, which had engaged so much time and attention, and from which they had expected so much, was naturally a great disappointment, but the board had considered it judicious in all the circumstances to be willing to compromise, and if any reasonable demands were acceded to they would consent to cancel the corporation's agreement. It was intended to take the necessary steps to divide each £200 share in the corporation into shares of £100 each, with £5 paid up, and a liability of £5 to be concluded by moving a resolution for the adoption of the report and the declaration of a dividend of 2 1/2 per cent. per share, tax free. Mr. C. C. Macrae, seconded the motion. In reply to questions, the Chairman stated that the Shanghai-Nanking certificates appeared in the balance sheet. As to the cost of that railway, comprised with that of the northern lines, the cost of the latter was absolutely unknown, so far as he was aware; it was certainly not within the directors' knowledge what they had cost. The motion was unanimously adopted.

Co-ops' Advertisements.

CHINA & MANILA STEAMSHIP CO., LIMITED.

MANILA CARNIVAL.

A CARNIVAL is to be held in MANILA, under Government auspices during the week commencing 30th FEBRUARY, 1908. As an inducement to Hongkong residents to patronize this important event, besides enjoying a holiday of reasonable length, we have decided to dispatch our steamer "RUBI" on FRIDAY, 31st January, in the evening instead of at Noon on Saturday. The steamer will, therefore, reach Manila early on Monday morning, and in order that the full week's festivities may be enjoyed we shall dispatch the steamer from Manila the afternoon of Tuesday, 11th February.

We have arranged a special fare for this round trip of \$50, and we trust to secure sufficient passengers to justify our having offered this inducement.

For further particulars, apply to the Under-Signed.

SHEWAN, TOMES & CO.,
General Managers.
[1086]

INFRINGEMENT OF TRADE MARKS IN CHINA.

REPORT BY JAPANESE CONSUL-GENERAL.

Recently the Japanese Patent Bureau requested a report from the Japanese Consul-General at Shanghai on the rumors which have been circulated to the effect that the Japanese have been guilty of the infringement of trade-marks of foreigners in China, this having in some cases resulted in legal proceedings being taken. The report asked for has now been received from Mr. Ozaki, acting Japanese Consul-General. Mr. Ozaki admits that complaints have been made by foreign merchants against the dishonest practices resorted to by Japanese and Chinese who have imitated foreign manufactures, but he has not heard of any instance in which legal proceedings had actually been instituted. The acting Consul-General adds that foreign merchants in China have enjoyed the special privilege of the protection of their trade-marks in China even before the time that the Chinese Trade-mark Protection Law came into force, and in virtue of their privilege they are entitled to demand from the Chinese authorities the prohibition of the sale of or the confiscation of imitations of foreign goods. There are instances in which the sale of Japanese goods has been "stopped" on this ground. As an instance, he quotes the case of a lamp chimney made in Osaka bearing a trade-mark consisting of a cow's head and a combination of two Chinese characters—"So-ko." The sale of the chimney in question has been prohibited on the ground that the trade-mark is an imitation of that used by a German firm for a lamp chimney though that mark is a deer's head and a combination of two Chinese characters—"Tai-ko." The sale of a Japanese imitation of a German lamp, for which there was a large demand, was also prohibited as it had a combination of two Chinese characters—"Ken-shin" as inscribed on the German lamp. Some of the dishonest Japanese merchants who have placed imitations on the market have, it seems, actually made demands upon the Consul-General that action should be taken for the removal of the prohibition which now exists. He cannot, however, he says, officially make a protest against the action of the Chinese authorities, since many of the trade-marks used by the Japanese are almost analogous in design with those used by German merchants, it being impossible to make a distinction between the two at a glance. The Acting Consul-General deplors the fact that such dishonest practices should have been resorted to by the Japanese, pointing out that it can only impede the progress of Japanese industry, which continues to grow rapidly, and he suggests that the suppression of such practices is particularly necessary in the case of trade with China. He fears that should foreigners retaliate by violating Japanese trade-marks in the future, Japan will be involved in heavy loss. He goes on to say that imitations are largely found among perfumed waters, soaps, and other toilet goods imported from Japan, and he believes that there are many dishonest men in and about Osaka who are exclusively engaged in manufacturing such imitations of foreign goods. In considering all the circumstances, he finds that the imitations have been made only in comparatively few cases by the Japanese themselves; but, generally speaking, the Japanese have been acting on orders received from unscrupulous Chinese merchants. (These unscrupulous Japanese agents) However, it is a fact to be lamented that the Japanese imitators, tempted by temporary profits, have been acting as agents for dishonest Chinese merchants, sacrificing their own reputation and confidence. The Acting Consul-General is determined to take action against the importation of these imitations of foreign goods from Japan, if the practice does not cease. We are glad to hear that for the offence has been perpetrated for a good many years now without anything having been done to check it.—*Japan Chronicle*.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—On the 12th at 11.55 a.m.—The barometer has fallen considerably to moderately over Japan and N. China respectively.

The depression lying over S. Manchuria, yesterday, appears to have moved into the N. part of the Sea of Japan.

The high pressure area still lies over the Upper Yangtze.

Very strong monsoon may be expected in the Formosa Channel and the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, N. wind, fresh breeze.

2.—Formosa Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, N. winds, strong.

Intimations

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